

SPRINGDALE STREET FUNCTIONAL CLASSIFICATION DESIGN CRITERIA

STREET FUNCTIONAL CLASSIFICATION									
DESIGN REQUIREMENTS	Alley*	Low Volume Local	High Volume Local	Minor Collector	Major Collector	Arterial	Boulevard	Expressway	
MIN. ROW WIDTH (See Note 6)	30'	43' *, 46', 49'	45' *, 48', 51'	60'	70'	90'	100'	100' +	
MAX. FILL & CUT SLOPE			4:1, 3:1 with staff approval					By Design	
PAVEMENT SECTION	No Curb & Gutter		Rolled curb & gutter			Standard Curb & Gutter		Shoulder	
MIN. PAVEMENT WIDTH (BACK-TO-BACK CURBS) (See Note 6)	15' One-Way	21' *, 29', 37'	23' *, 31', 39'	36'	48'	60'	26'	By Design	
MIN. MEDIAN WIDTH			N/A				12'	12' +	
PAVEMENT THICKNESS		See Note 1							
PARKING		See Note 2							
SIDEWALKS (SEE NOTE 7)	No			Yes (both sides)				None	
LANDSCAPING / TREES	N/A	200'-250'	200'-250'	N/A	N/A	N/A	Median	N/A	
STREET LIGHTS	No	Yes	Yes	Yes	Yes	Yes	Yes	By Design	
STREET SPACING	N/A	250'	250'	1/2 mile	1 mile	3 miles	N/A	N/A	
DESIGN SPEED	10 MPH	25 MPH	30 MPH	35 MPH	45 MPH	55 MPH	45 MPH	65 MPH	
INTERSECTION TO CURB CUT / DRIVE	n/a	40'	40'	60'	80'	120'	120'	N/A	
MIN. CURB RADIUS (See Note 5)	10'	20'	25'	30'	40'	40'	300'	N/A	
MIN. INTERSECTING STREET OFFSET	N/A	50'	100'	200'	300'	400'	300'	N/A	
MIN. HORIZ. TANGENT BET. REVERSE CURVES	N/A	75'	150'	250'	500'	800'	500'	By Design	
MIN. HORIZ. RADIUS AT CENTERLINE									
MIN. INTERSECTION ANGLE		75 Degrees							
SERVICE VOLUME (VEHICLES PER DAY)	<200	<500	500-5000	<5,000	<11,000	<25,000	<11,000	>25,000	
TRUCK ROUTE	No	No	No	No	Posted Only	Yes	Posted Only	Yes	

GENERAL NOTE – ALL STREETS SHALL BE DESIGNED IN ACCORDANCE WITH THE CURRENT AASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS.

NOTE 1 - THE PAVEMENT STRUCTURE SHALL MEET OR EXCEED THE PAVEMENT STRUCTURE IN THE CITY OF SPRINGDALE STANDARD DETAILS FOR THE PARTICULAR TRAFFIC CLASSIFICATION AND SOIL TYPE.

NOTE 2 - ON-STREET PARKING SHALL NOT BE PERMITTED ON COLLECTOR, ARTERIAL, OR BOULEVARD STREET CLASSIFICATIONS UNLESS OTHERWISE POSTED. PARKING ON OTHER STREETS SHALL BE REGULATED BY THE CITY ON EACH INDIVIDUAL STREET.

NOTE 3 – THE MAXIMUM LENGTH OF DEAD END STREETS SHALL NOT EXCEED 800' OR PROVIDE ACCESS TO MORE THAN 30 DWELLING UNITS.

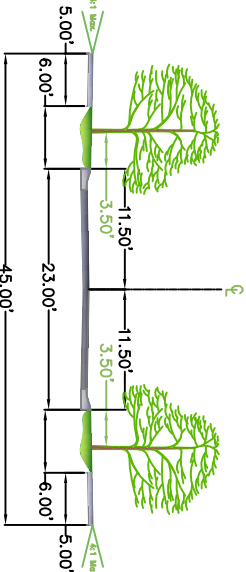
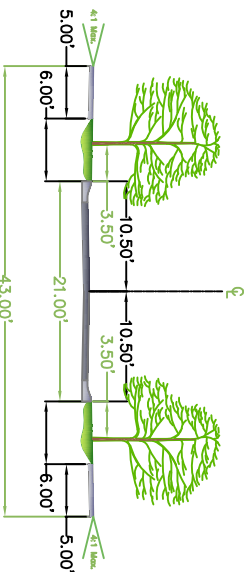
NOTE 4 – CUL-DE-SAC TURN AROUND RADIUS SHALL BE 40 FEET FOR RESIDENTIAL AND 50 FEET FOR COMMERCIAL AND LIGHT INDUSTRIAL CUL-DE-SACS.

NOTE 5 – AT INTERSECTION OF DIFFERENT STREET CLASSIFICATIONS, USE THE HIGHER STREET CLASSIFICATION TO DETERMINE CURB RADI.

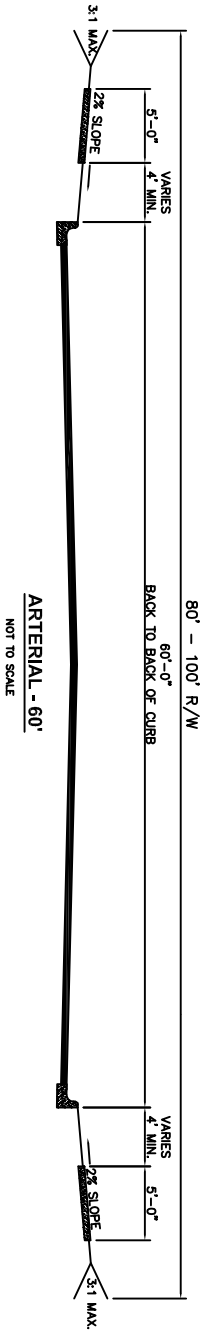
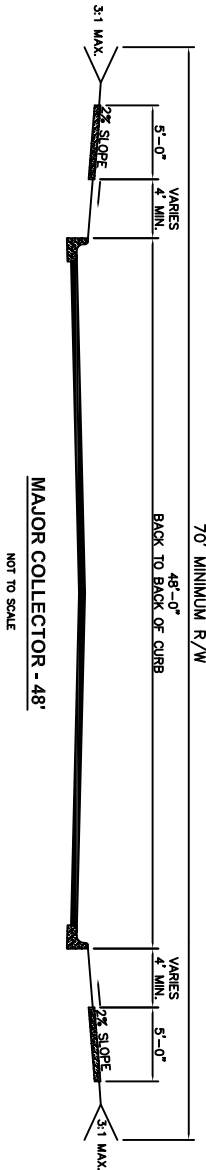
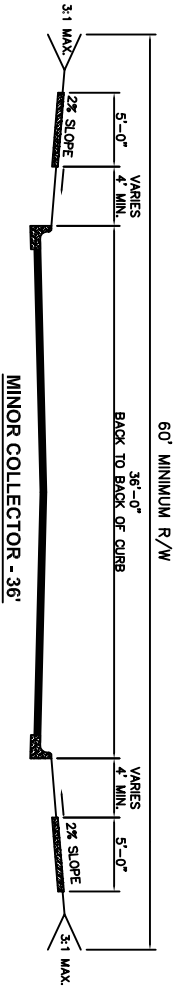
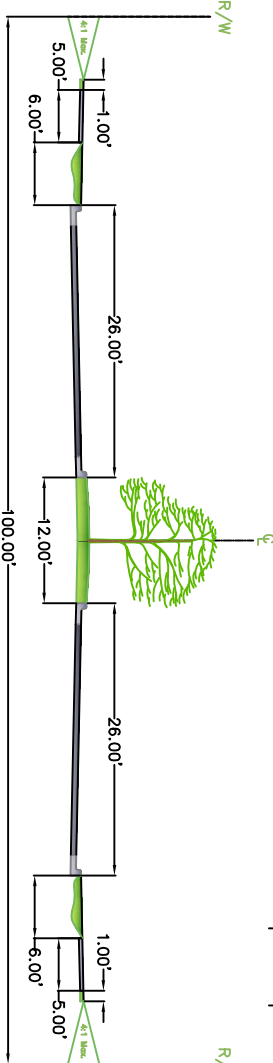
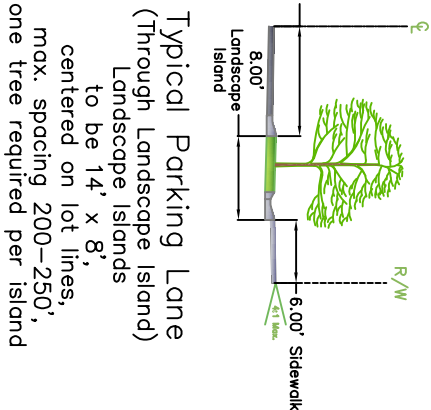
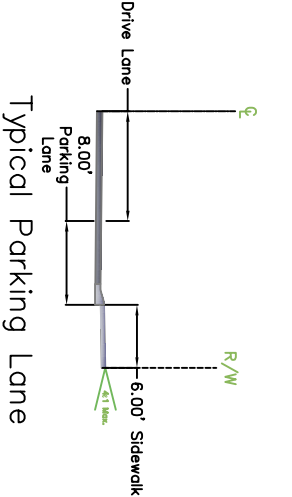
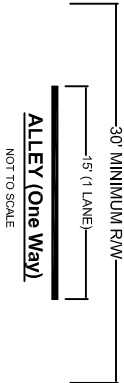
NOTE 6 - DIMENSIONS EQUAL, NO PARKING, PARKING 1 SIDE, PARKING BOTH SIDES RESPECTIVELY. AT INTERSECTIONS, ADDITIONAL ROW WILL BE REQUIRED TO ACCOMMODATE TURN LANES, SIGNALIZATION, SIDEWALKS, AND/OR CURB RADI.

NOTE 7 – MULTI-USE SIDEWALKS SHALL BE CONSTRUCTED 8' IN WIDTH ALONG THE NORTH AND WEST SIDES OF STREETS CLASSIFIED AS MAJOR COLLECTOR AND ABOVE.

\*WITH PLANNING COMMISSION APPROVAL IN RESIDENTIAL SUBDIVISIONS, IF ALLEYS ARE PROVIDED, FRONT SETBACKS MAY BE REDUCED TO 20' OR IF NO ON STREET PARKING IS PROVIDED, FRONT SETBACKS SHALL BE INCREASED TO 35'.



High Volume Local Street  
(No Parking Lanes Shown)  
Max. Tree Spacing 200–250'



Springdale Master Street Plan

The Master Street Plan identifies and classifies the streets designed to carry traffic throughout the City. The plan is the City's OFFICIAL STATEMENT of meeting transportation goals, determining improvements of existing streets and indicating where future streets should be. The plan is used to establish priorities for street improvements and to coordinate the development of new streets. It in no way establishes the centerline of future streets but merely indicates the need for traffic flow in the area. Centerlines for new street construction will be determined through development and engineering practices as development occurs and capital improvement projects are undertaken.

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ADOPTED BY PLANNING COMMISSION

DATE

CHAIRMAN

SECRETARY

ADOPTED BY CITY COUNCIL

DATE

MAYOR

CITY CLERK

